

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 03/28/2010

DCA09MA027 File No. 26663	02/12/2009	Clarence Center, NY	Aircraft Reg No. N200WQ	Time (Local): 20:17 EST		
Make/Model:	Bombardier Inc / DHC-8-402			Fatal	Serious	Minor/None
Engine Make/Model:	P&w Canada / PW150A		Crew	4	0	0
Aircraft Damage:	Destroyed		Pass	45	0	0
Number of Engines:	2		Other	1	0	0
Operating Certificate(s):	Flag Carrier/Domestic					
Name of Carrier:	COLGAN AIR INC					
Type of Flight Operation:	Scheduled; Domestic; Passenger Only					
Reg. Flight Conducted Under:	Part 121: Air Carrier					
Last Depart. Point:	Newark, NJ			Condition of Light:	Night	
Destination:	Buffalo, NY			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	Off Airport/Airstrip			Basic Weather:	Visual Conditions	
				Lowest Ceiling:	2100 Ft. AGL, Broken	
				Visibility:	3.00 SM	
				Wind Dir/Speed:	250 / 015 Kts	
				Temperature (°C):	Unk/Nr	
				Precip/Obscuration:		
Pilot-in-Command	Age: 47			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	3263	
Airline Transport; Multi-engine Land; Single-engine Land				Last 90 Days:	110	
				Total Make/Model:	110	
Instrument Ratings				Total Instrument Time:	Unk/Nr	
Airplane						

The Safety Board's full report is available at http://www.nts.gov/publicctn/A_Acc1.htm. The Aircraft Accident Report number is NTSB/AAR-10/01.

On February 12, 2009, about 2217 eastern standard time, a Colgan Air, Inc., Bombardier DHC-8-400, N200WQ, operating as Continental Connection flight 3407, was on an instrument approach to Buffalo-Niagara International Airport, Buffalo, New York, when it crashed into a residence in Clarence Center, New York, about 5 nautical miles northeast of the airport. The 2 pilots, 2 flight attendants, and 45 passengers aboard the airplane were killed, one person on the ground was killed, and the airplane was destroyed by impact forces and a postcrash fire. The flight was operating under the provisions of 14 Code of Federal Regulations Part 121. Night visual meteorological conditions prevailed at the time of the accident.

Updated at Mar 28 2010 5:13PM

Brief of Accident (Continued)

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OCCURRENCES

Approach-IFR initial approach - Stall warn/stick-shaker/pusher
Approach-IFR initial approach - Aerodynamic stall/spin
Approach-IFR initial approach - Attempted remediation/recovery
Approach-IFR initial approach - Loss of control in flight

FINDINGS

Aircraft-Aircraft systems-Navigation system-Stall warning system-Incorrect use/operation - C
Personnel issues-Action/decision-Action-Incorrect action selection-Pilot - C
Personnel issues-Psychological-Attention/monitoring-Monitoring equip/instruments-Flight crew - F
Personnel issues-Task performance-Communication (personnel)-CRM/MRM techniques-Flight crew - F
Personnel issues-Task performance-Workload management-(general)-Pilot - F
Organizational issues-Management-Policy/procedure-Adequacy of policy/proc-Operator - F
Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to structural icing-Not specified

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The captain's inappropriate response to the activation of the stick shaker, which led to an aerodynamic stall from which the airplane did not recover. Contributing to the accident were (1) the flight crew's failure to monitor airspeed in relation to the rising position of the low-speed cue, (2) the flight crew failure to adhere to sterile cockpit procedures, (3) the captain's failure to effectively manage the flight, and (4) Colgan Air's inadequate procedures for airspeed selection and management during approaches in icing conditions.